

CLASSIFICATION ~~SECRET~~/CONTROL-US OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION ~~SECRET~~

~~CONFIDENTIAL~~

COUNTRY USSR

DATE DISTR. 3 ~~SEP~~ 1949
50X1-HUM

SUBJECT Harbor Installations at Klaipeda (Lithuania)

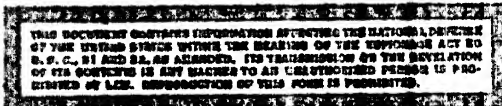
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SUPPLEMENT TO
REPORT NO. 50X1-HUM



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1. Old Wharf (Alte Kai), located between the Winter Harbor and the small Fish Harbor.

Length: 400 meters.
Width: 50 meters.
Constructed with iron sheet-piling and stone paving.
Depth alongside: 8 meters.
Railway connection with rails raised and a wooden insert fitted between rails to permit the passage of trucks to the quay.
Craneage: 1 75-ton fixed revolving crane.
4 3-ton electric travelling cranes.
2 storage sheds of concrete and brick, each of about 4,000 square meters.
2 private sheds, each of 2,000 square meters.

2. Prussian Quay

Length: 400 meters.
Width: 75 meters.
Depth alongside: 8 meters.
Construction of stone with iron sheet-piling.
Rail connection, but no warehouses or cranes.
Westerly or southwesterly winds and an ebb tide cause a current which is so dangerous for shipping at this quay that in certain cases ships have been torn from their moorings. When these conditions prevail, ships now have to be moved from the quay and anchored in the roads.

3. Winter Harbor

Length: 400 meters.
Width: 50 meters.
Depth alongside: 7 meters.
Railway connection with rails raised and a wooden insert fitted between rails to permit the passage of trucks to the quay.
Craneage: 4 3-ton electric cranes.
2 large and 3 small storage sheds.

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- 2 -

Silo, 100 m x 50 m, five stories, of reinforced concrete, built by the Lithuanians and fitted out with large cellars and the most modern equipment. Used during the war as the command post for the harbor air defense, since it commands a view over the whole harbor.

4. Office of Waterways

The Office of Waterways disposes of a small shipyard with a staff of 300, consisting of one slip for vessels up to 500 tons and two smaller slips for vessels up to 200 tons. The yard comprises three main shops, fitter's, carpenter's and joiner's, to which are attached a forge, a foundry, and a molding shop. The Office of Waterways also possesses its own power station and a number of warehouses, but there are no cranes available.

5. Shipyard (located alongside the new submarine harbor).

Employs a staff of about 1,000 and is equipped with good facilities for machine construction, turning, shipbuilding, electro-welding, carpentry, joinery, steel casting, and pig-iron casting. Formerly constructed merchant ships up to 2,000 tons. During the war it was converted to the construction of types M-37 and M-40 and also served as the fitting out yard for types M-43. Equipped with three slipways to accommodate 2,000-ton vessels, one of which has been extended to undertake dry-dock repairs to shipping. Possesses one 5-ton crane and one of 3-ton capacity.

6. Cellulose Factory

Has its own loading quay with rail connection to the works. Two 5-ton electric cranes and berthing for ships with a draught up to 19 feet.

7. Depths in General

Between the moles: 9-10 meters.
Permissible depth for incoming shipping: 7 meters.
River Dango: 4.5 meters.

8. As far as the second bridge (the Borsenbrücke), the River Dango has good facilities for loading and unloading, with fixed quays and rail connections on both banks. Between the Borsenbrücke and the railway bridge, the river has sloping banks, but on both sides there are loading jetties and lighters with rail approach. Only above the railway bridge is the river no longer navigable.

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